



**County of Sonoma**

**Request for Information (RFI)**

**For Real Estate Development at the  
Charles M. Schulz - Sonoma County Airport (STS)  
2200 Airport Boulevard  
Santa Rosa, California 95403**



**Responses must be received no later than 3:00 p.m. on December 16,  
2024.**

**Solicited by:**

**Sonoma Public Infrastructure, Airport Division  
2290 Airport Boulevard  
Santa Rosa, California 95403  
Telephone: 707.565.7243  
Email: [STS-Real-Estate@sonoma-county.org](mailto:STS-Real-Estate@sonoma-county.org)**

## TABLE OF CONTENTS

INTRODUCTION/PURPOSE .....	1
POTENTIAL OUTCOMES .....	1
BACKGROUND.....	2
Airport .....	2
Airport Tenants.....	2
Airport Operations and Commercial Service .....	3
Airport Runways.....	3
Air Traffic Control Tower and Navigation Aids .....	4
PROPOSED PREMISES.....	5
Parcel One.....	5
Parcel Two.....	7
Parcel Three.....	8
Parcel Four .....	9
Parcel Five .....	10
Parcel Six.....	12
Parcel Seven .....	13
DEVELOPMENT OBJECTIVES .....	15
PROPOSED IMPROVEMENTS .....	15
DEVELOPMENT STANDARDS.....	15
MINIMUM STANDARDS .....	15
SCHEDULE .....	16
INFORMATIONAL CONFERENCE.....	16
QUESTIONS.....	16
OPTIONAL ESCORTED TOUR, RESERVATION REQUIRED.....	17
NOTICE .....	17
REAL ESTATE BROKERAGE/FINDER FEES.....	17
COMPETITIVE SOLICITATION .....	17
RESPONSE SUBMITTAL .....	18
Form .....	18
Due Date.....	18
General Instructions.....	19
Non-Liability of County .....	20
Federal Provisions .....	20
PROCESS.....	21
ATTACHMENT A.....	22
ATTACHMENT B – 2024 RFI .....	23

## INTRODUCTION/PURPOSE

This Request for Interest (“RFI”) invites interested parties (“Respondent”) to submit a proposal to lease and develop one or more separate parcels (individually or collectively) located on the Charles M. Schulz - Sonoma County Airport (“Airport”) in Santa Rosa, California; the majority of the parcels are limited to aeronautical use only and one parcel may be available for aeronautical and/or non-aeronautical use upon proper approval. The goal of this RFI is to seek interested entities willing, able, and capable to lease and develop certain sites located on the Airport according to the best and highest use of each parcel. The Airport welcomes all expressions of interest from any party that is capable of designing, financing, developing, managing, and operating the parcel(s). Responses should provide complete information so the Airport can comprehend the developmental concept and accurately evaluate each response on its full merit.

This RFI does not commit the County to contract and/or lease any parcel or portion thereof whatsoever. The County will not pay for any information or administrative costs incurred in or associated with responding to this RFI. All responses to this RFI become County property when received and will not be returned to the Respondent. Submissions may be subject to public disclosure in accordance with California’s Public Records Act.

## POTENTIAL OUTCOMES

This RFI may lead to one or more of the following outcomes:

- A request for additional information from Respondent(s);
- Direct negotiation with any Respondent(s) to this RFI;
- Termination of this solicitation process without further obligation; or
- Termination of this solicitation process and initiation of a new solicitation process on one or more parcels, individually or collectively.



## BACKGROUND

### Airport

The Charles M. Schulz – Sonoma County Airport (STS) is a non-hub, regional airport owned and operated by the County of Sonoma. STS is located approximately seven miles northwest of the center of Santa Rosa, California, and 60 miles north of San Francisco. Sonoma County is in the heart of Northern California’s wine country with a breathtaking coastline, majestic redwoods, vibrant arts and cultural activities, and award-winning restaurants. It is also a popular destination for hikers, cyclists, and water sport enthusiasts.

STS is comprised of approximately 1,200± acres and is owned and operated by Sonoma County. The Sonoma County Board of Supervisors (“Board”) is the governing authority, a seven-member Aviation Commission is the advising entity and Sonoma Public Infrastructure is the administering entity. The Airport Manager is responsible for the general business activities of STS. STS operates as an Enterprise Fund supported through user fees, rents, concession fees, and ground leases.

STS accommodates all phases of air transportation including scheduled commercial air service, general aviation, and emergency operations.

The majority of the buildings at STS, including the terminal, are located east of the runways; with hangar areas located both north and south of the terminal.

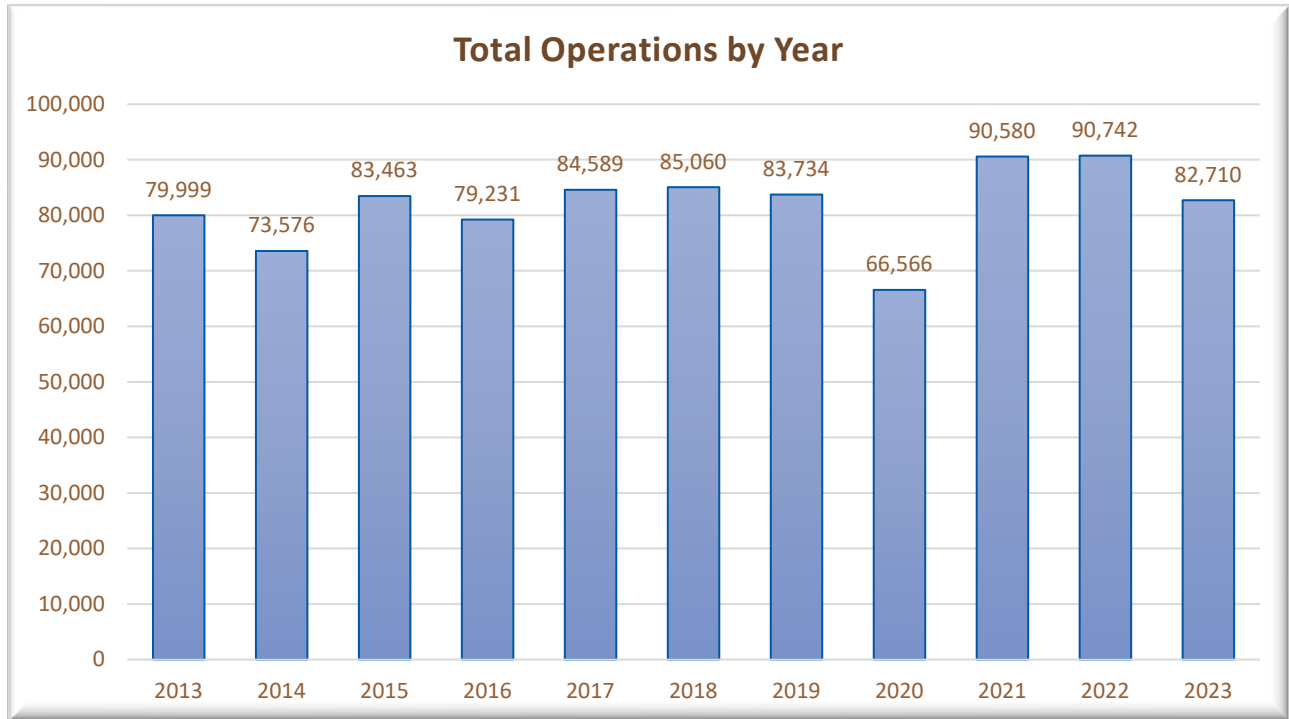
STS established a Commercial Leasing Policy in 2017 that details procedures for both aeronautical and non-aeronautical use. The Commercial Leasing Policy can be accessed at ((website)).

The Airport Master Plan (“AMP”) and 2023 Airport Layout Plan Narrative Report (“ALPN”) provide an overall view of the proposed use and development of the Airport. The AMP includes a variety of project elements related to maintaining and improving Airport safety and maintaining and upgrading Airport facilities. The AMP is located on the Airport’s website at <https://sonomacountyairport.org/about-sts/master-plan/>. The latest ALPN, located on this page <https://bit.ly/STSalpn2023>, is a planning tool that depicts existing facilities and planned development for the airport.

### Airport Tenants

STS currently is served by two full service fixed-base operators that provide fueling, aircraft repair and maintenance, and other services to general aviation and other Airport users. Additional tenants include aircraft maintenance facilities, flight training, aircraft sales and management, aircraft rentals and tours, automobile rentals, air medical transport, air charter service, private aviation related associations, restaurants, County support services, non-profit aviation museum, and a CalFire base.

## Airport Operations and Commercial Service



In 2023, there were 82,710 flight operations, 10% of which were commercial airlines. The chart above shows historical operations. In 2023, the commercial airline passenger count at STS was 641,178. Passenger traffic is subject to seasonal fluctuations with summer and fall typically high season. Low season includes January and February with roughly half the number of passengers of high season.

STS is well positioned within the regional geographic area that it serves and is capable of supporting growth in air travel, has good regional access, and offers sound development opportunities. Business activity is likely to continue to grow as commercial and residential migration from the Bay Area continues and competing airports in the Bay Area are capacity constrained.

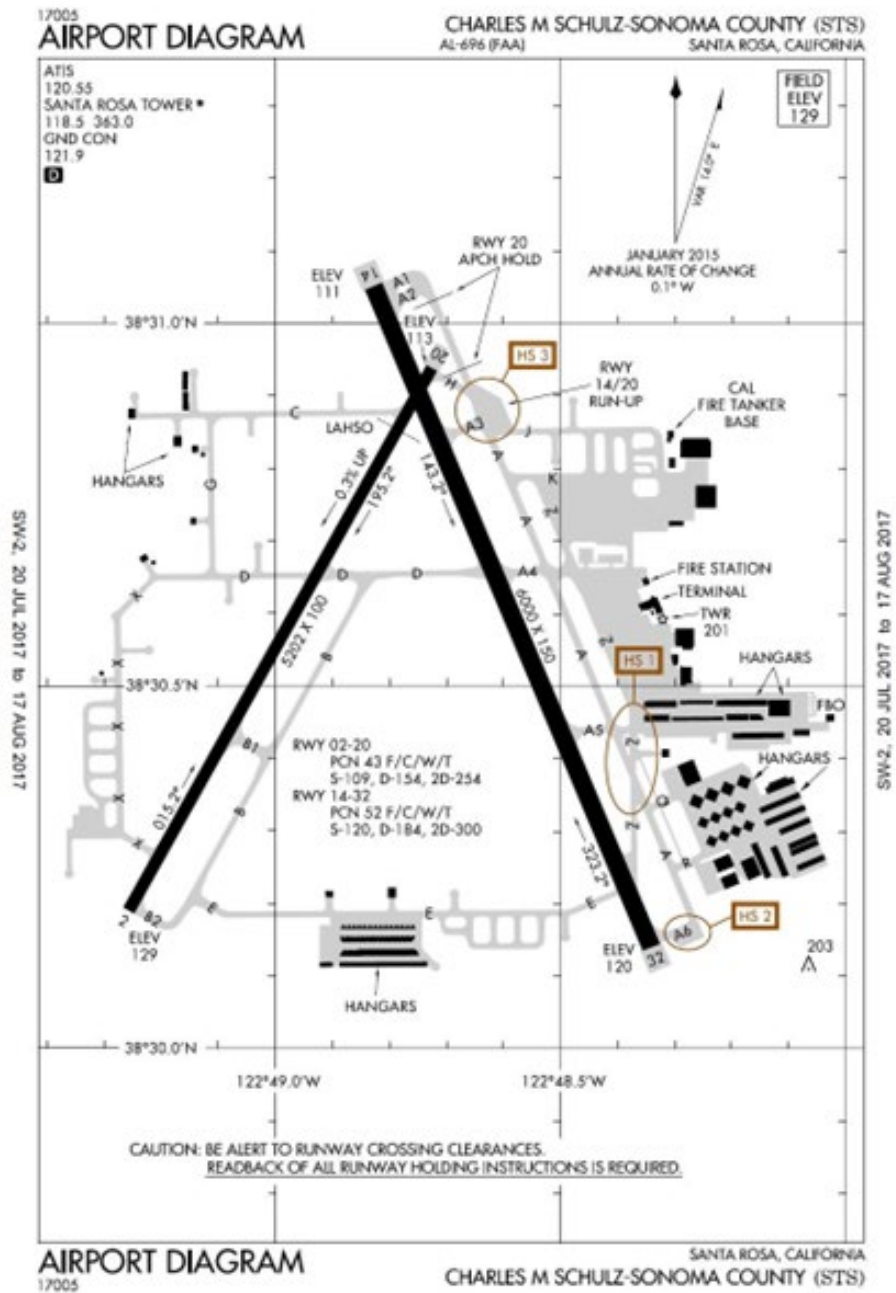
### Airport Runways

The primary Runway 14-32 is rated as ARC-C-III, is 6,000 feet in length and constructed of grooved asphalt-concrete. Weight limitations for this runway are S-120,000 lbs., D- 184,000 lbs. and DT-300,000 lbs.

STS's secondary Runway 2-20 is currently rated as ARC C-III and is 5,202 feet in length and constructed of asphalt-concrete. Weight limitations for this runway are S-109,000 lbs., D-154,000 lbs. and DT-254,000 lbs.

## Air Traffic Control Tower and Navigation Aids

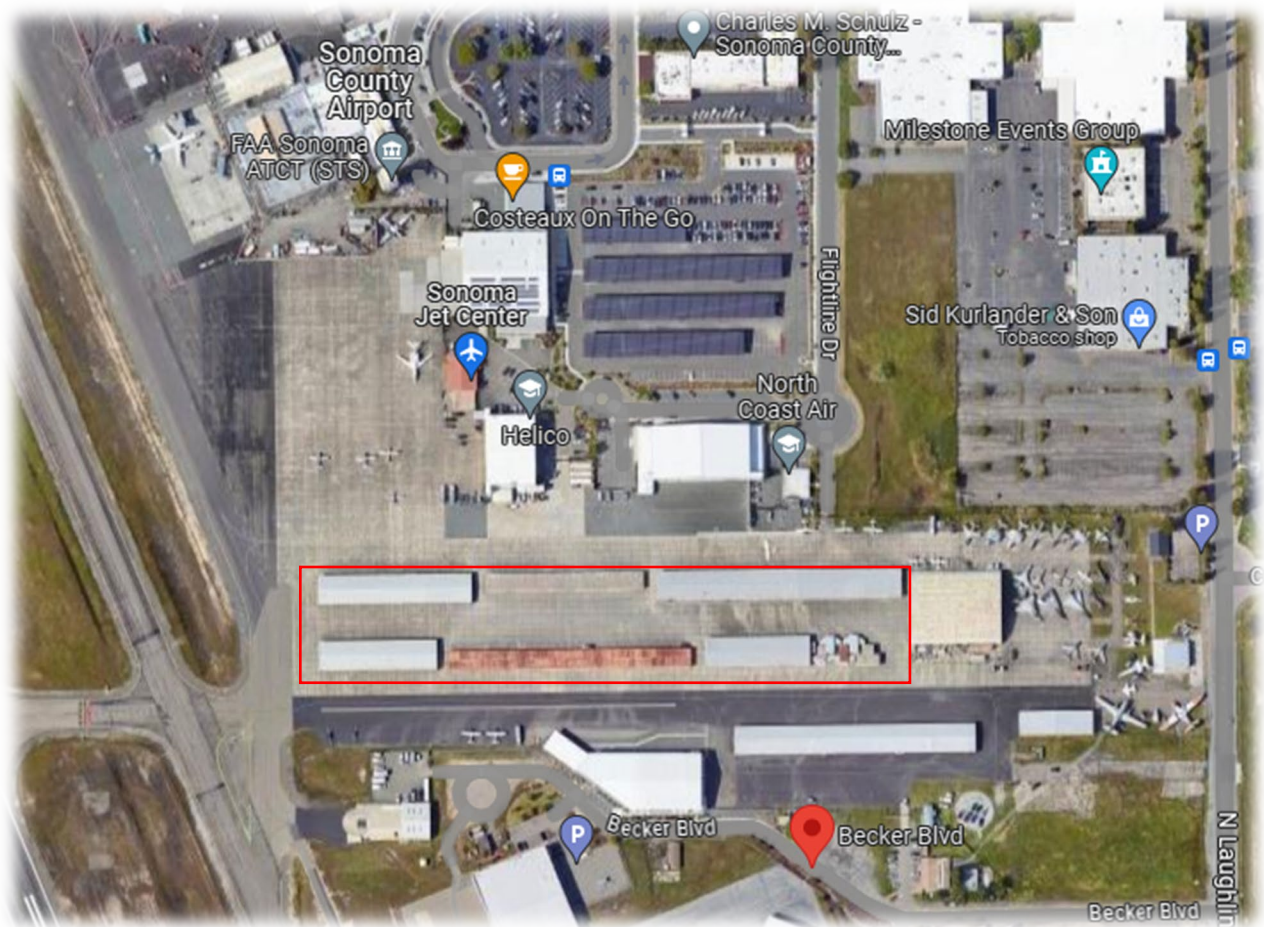
The FAA operates the STS's Air Traffic Control Tower daily from 7:00 am to 8:00 pm (PST). The FAA staff provides ground and local air traffic control services. Other FAA duties at STS include operation and maintenance of electronic navigational aids including the Instrument Landing System, and Approach Lighting System. The National Oceanic and Atmospheric Administration agency operates the Automated Surface Observing System located on STS.



## PROPOSED PREMISES

### Parcel One

The premises for Parcel One is comprised of approximately 4.54± acres of land (subject to final land survey calculations) located on the eastern side of STS and as shown below and highlighted on the Airport Layout Plan in Attachment A (“Premises”). This parcel is available for aeronautical use only.



The Premises consists of the following infrastructure:

A HANGARS 25 Units		B HANGARS 28 Units		SHADE 21 Units	
Door Width	38'9"	Door Width	40'8"	Door Width	40'
Depth	27'11"	Depth	31'9"	Depth	26'
Tail Bay	14'6"	Tail Bay	19'2"	Tail Bay	n/a
Sq. Ft.±	745	Sq. Ft.±	861	Sq. Ft.±	n/a

The A Hangars and B Hangars do not have electricity in each unit, but some Shade Hangars utilize common use electrical outlet(s), if available.

This parcel will be delivered in “as is” condition with no warranties or representations. Development costs of this site will include the removal of all site improvements and the relocation of current tenants located in the hangars. Please include the following development requirements into your proposed development plan:

1. **Mitigation for Current Tenants:**

- a. GA Hangar Replacement Plan. Develop a plan to provide replacement hangars (A, B Hangars and Shades) for current displaced hangar tenants.
- b. Relocation Plan. Create a relocation plan that includes moving aircraft and personal property from current location to a permanent location for displaced hangar tenants.
- c. Rent Deferment Plan. Establish a plan that provides economic assistance to increased rental amounts for current displaced hangar tenants.

2. **Demolition.** Outline the demolition process of removing existing infrastructure in accordance with environmental obligations and competing aeronautical activity in the area.

3. **Construction.** Provide:

- a. An estimated timetable of events from start to finish of the entire project.
- b. Any requests for construction offices, laydown yards or space requirements outside of the parcel.
- c. Number of buildings and square footages and proposed use for each.
- d. Non-aircraft movement of ingress and egress routes to structures and include parking stall diagram.
- e. Any special requests/requirements to STS for construction and/or operational needs.





## Parcel Two

The premises for Parcel Two are comprised of approximately 3.00± acres of land located on the eastern side of STS and as shown below and highlighted on the Airport Layout Plan on Attachment A (“Premises”). Parcel Two is adjacent to Parcel One, but is bisected by Becker Blvd. The site is restrictive by width of the taxi lanes. This parcel is for aeronautical use only. The shade hangar outlined in dashes, may be included with the parcel if requested.



The Premises will be delivered in an “as is” condition with no warranties or representations. Additional development costs of this site will be the cost of relocating an existing tenant, as highlighted in the yellow arrows, removal of all site improvements (concrete pad and buildings) and other remedial costs.

### Parcel Three

The premises of Parcel Three are comprised of approximately 2.62± acres of land located on the eastern portion of STS and as shown below and highlighted on the Airport Layout Plan on Attachment A (“Premises”). This parcel is available for aeronautical and non-aeronautical use. Access to the parcel is either by Becker Blvd. or North Laughlin Rd.



The Premises will be delivered in an “as is” condition with no warranties or representations.

## Parcel Four

The premises of Parcel Four are comprised of approximately 0.83± acre of land located on the eastern portion of STS and as shown below and highlighted on the Airport Layout Plan in Attachment A (“Premises”). This area will have entrance access from Becker Blvd. The Premises will be delivered in an “as is” condition with no warranties or representations. Development costs of this site may include the removal of all site improvements (concrete pad and buildings) and all other remedial costs. This parcel is available for aeronautical use only.



## Parcel Five

The premises for Parcel Five are shown in various sizes due to the location and identification of wetland areas. The acreage of land available to Parcel Five is dependent upon the development and environmental mitigation of the completed project and is estimated to be just under 8 acres. One possible development scenario is included below as Parcel Five, Option 1. The size of this parcel is unknown due to several environmental elements, but an estimated dimension is highlighted on the Airport Layout Plan on [Attachment A](#) (“Premises”) and an outdated report on identified wetlands and development is shown on [Attachment B](#). This report was produced several years ago and may not reflect current environmental conditions. This parcel is available for aeronautical use only.



Parcel Five-Option 1, Figure 1

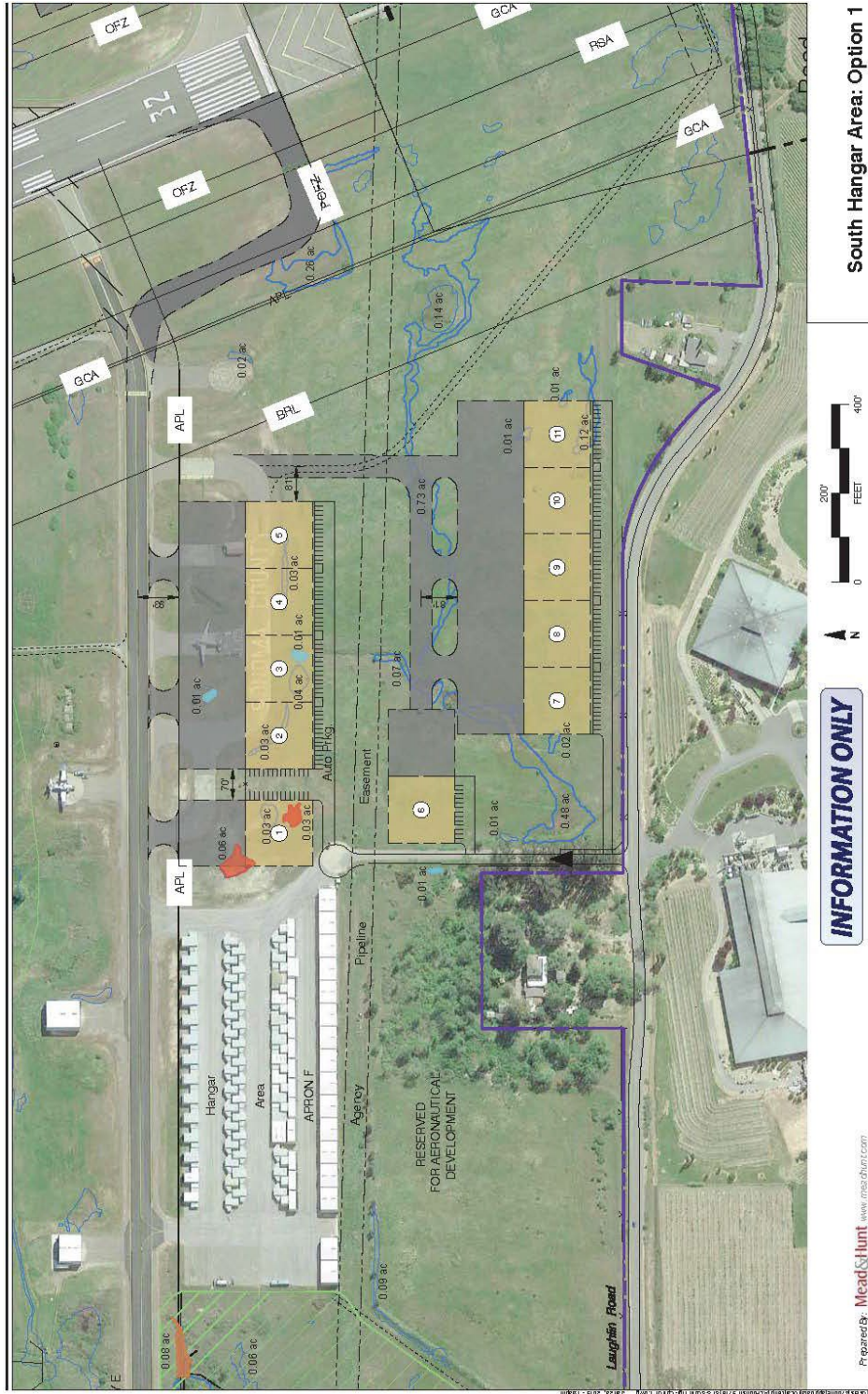


Figure 1

## Parcel Six

The premises for Parcel Six are comprised of approximately 14± acres of land located on the southern portion of STS and as shown below in red and highlighted on the Airport Layout Plan in Attachment A (“Premises”). This parcel is available for aeronautical use only.



## Parcel Seven

The proposed premises located at 3725 Laughlin Road, consist of a rectangular shaped 2.40± acre, gentle sloping parcel that is improved with a single-family residence, a tank house, a three-car garage, a carriage house, a tank house, and shed/carport/horse shelter with structural issues relating to the garage and deferred repairs on the remaining structures. The main residence is a 3 bedroom, 2 bath, 2,752± square-foot, two-story home with a den and office. It was constructed in the 1880s utilizing a wood-frame on a brick foundation. The available utilities are electric, for power, well for water, septic system (including leach field) for sewer; diesel for the furnace supplying heat in the main house. The carriage house utilizes a wood stove for heating and electricity for lighting and appliances. The concrete remnants of an archaic swimming pool are located near the front of the property on Laughlin Road.

The property is located on the south side of STS in a rural area of unincorporated Sonoma County, south of the Windsor town limits. The property is currently zoned Land Intensive Agriculture, 40-acre density (LIA-40) but will migrate to Public Facility zoning and is subject to Valley Oak Habitat (VOH) requirements. The property has about 350 linear feet of frontage on Laughlin Road where the property access is located via a graded gravel driveway. Laughlin Road runs along the south parcel boundary and STS surrounds the north, west, and eastern boundaries.

This property is being offered for either aeronautical or non-aeronautical purposes with a maximum term ground lease of forty years dependent upon the amount of capital improvement that is invested into the property. The ownership of all structures could be retained by STS or sold to the lessee. Once the lease has expired, all improvements and/or structures will revert to STS. A cultural study was conducted on the property in 2020 and no archaeological historic properties were identified; concurrence of this finding is required by the California State Office of Preservation before modifications are made to the property. However, the presence of historic period deposits could be discovered, and recommendations for archaeological materials unearthed during ground disturbance. We invite all proposals that will enhance and utilize this unique property.

**Main House – North Side**



**Main House – Main Entrance**



**Carriage House – Main Entrance**



*Parcel Seven-Aerial view of parcel*





## DEVELOPMENT OBJECTIVES

Proposals should address the following development objectives on all parcels:

- Maximize benefits to the aeronautical community and STS while minimizing the STS's economic and environmental risk(s);
- Enhance and complement the parcel(s) to STS's geographical location and amenities; and;
- Maximize green building and sustainable design practices.

## PROPOSED IMPROVEMENTS

STS will not provide a tenant improvement allowance for any of the parcels. An offset to rent may be considered by STS for a limited period, to facilitate the construction of proposed improvement(s). The chosen participant(s) of this RFI, regardless of location, will be responsible for all environmental, design, permitting, development, and construction costs. Respondents shall assume that all parcels will be presented "AS IS" and "WHERE IS" without representation, warranty, or guaranty as to the quantity, quality, character, condition, size, or kind, or that the "as is" condition is useable for Respondent's purpose. The sites may contain unknown utility lines, unknown underground tank, unknown underground structures, and unknown war munitions.

## DEVELOPMENT STANDARDS

Any development and use of this site must conform to the Airport's Development Standards. The Development Standards can be obtained from STS's website at:

<http://sonomacountyairport.org/wp-content/uploads/sts-development-standards.pdf>.

Additionally, any proposed development should consider all existing and future facilities at STS, and FAA design standards and setbacks as illustrated on STS's FAA latest approved Airport Layout Plan (ALP). Any proposed development must follow FAA design standards for airports, including but not limited to Advisory Circular No. 150/5300-13B, "Airport Design" and FAR Part 77 Airspace.

## MINIMUM STANDARDS

Any development and use of aeronautical sites must conform to the Airport's Minimum Standards for Aeronautical Service Providers. The Minimum Standards for Aeronautical Services Providers can be obtained from STS's website at:

[http://sonomacountyairport.org/wp-content/uploads/minimum\\_standards\\_2013.pdf](http://sonomacountyairport.org/wp-content/uploads/minimum_standards_2013.pdf).

## SCHEDULE

The following schedule is subject to change.

When	Event
October 25, 2024, by 1:00 p.m. (PDT)	Informational Conference (Optional)
October 28, 2024, by 3:00 p.m. (PDT)	Deadline to request optional tour
October 29, 2024, time TBD	Escorted Tour (optional-see details below)
November 5, 2024, by 3:00 p.m. (PDT)	<b>Respondent’s Written Questions Due</b> See instructions below
November 22, 2024	Airport’s Responses to Questions Posted on County’s Supplier Portal
December 16, 2024, by 3:00 p.m. (PDT)	<b>Written Responses/Proposals Due</b>
December 2024 – January 2025	Responses Reviewed by County
February - March 2025	Interviews and Negotiations may be Conducted <i>(Subject to delay without notice to respondents)</i>
To Be Determined	Board of Supervisors Approval to Award Lease <i>(Subject to delay without notice to respondents)</i>

## INFORMATIONAL CONFERENCE

An informational conference to discuss details related to this RFI shall be held at the main conference room of the administrative offices of the Charles M. Schulz – Sonoma County Airport, as outlined in the above schedule. The administrative office is located at 2290 Airport Blvd., Santa Rosa, CA 95403, and can be reached by calling 707-565-7243. If you cannot attend in person, there will be a virtual meeting format available. Please email [STS-Real-Estate@sonoma-county.org](mailto:STS-Real-Estate@sonoma-county.org) to register for both the in person and online conference. If you have specific questions or concerns about the accessibility of this informational virtual conference or if you need an accommodation to assist you while attending this meeting/training, please contact STS at: (707) 565-7243 or send email to: [Airport@sonoma-county.org](mailto:Airport@sonoma-county.org) as soon as possible to ensure arrangements for accommodation. Ask to speak to the STS ADA and Section 504 Coordinator.

## QUESTIONS

Respondents will be required to submit all questions in writing by the deadline shown in the [schedule](#) for staff to prepare written responses to all interested parties. Questions should be sent directly to [STS-Real-Estate@Sonoma-County.org](mailto:STS-Real-Estate@Sonoma-County.org). Questions will not be accepted by phone. Written answers will be shared through an addendum on the [County’s Supplier Portal](#) with an email notification.

## **OPTIONAL ESCORTED TOUR, RESERVATION REQUIRED**

To familiarize prospective respondents with the parcels available to lease, STS will conduct an optional escorted site visit on October 29, 2024, by appointment only. We will discuss the parcels in general terms and answer questions regarding Airport building and operational requirements. This site visit is not a prerequisite to submitting a response to this RFI. To attend a site visit, contact STS no later than October 28, 2024, at 3:00 p.m. PDT to schedule a time. Please send your site visit request to [STS-Real-Estate@sonoma-county.org](mailto:STS-Real-Estate@sonoma-county.org) or call the Airport Property Specialist at 707-565-7238 and include:

- Your name, email address, and phone number
- Your availability between 8:00 a.m. and 5:00 p.m. on the date(s) specified for the tour in the [schedule](#)
- The names of anyone also wishing to attend.

An appointment time will be assigned, and a confirmation will be sent to you when your request is completed. All attendees may be required to show government-issued identification (e.g., driver's license) on the day of the site visit.

## **NOTICE**

Any questions, dialogue, communication, or submission of information as a response to this RFI, does not constitute a commitment, contract, or partnership with STS.

Participation in this RFI is voluntary and non-compensable. All information received is subject to Sonoma County's public information disclosure policy. STS expressly reserves the right to further consider, accept, or reject all responses; request additional information; request clarification of information submitted; request new interests; issue a new request for information; waive inconsequential deviations; or cancel and/or modify this RFI in part or in its entirety.

## **REAL ESTATE BROKERAGE/FINDER FEES**

STS will not participate nor pay any real estate, brokerage, consultant, or finder fees associated with this RFI to any individual, firm, or entity.

## **COMPETITIVE SOLICITATION**

STS, at its sole discretion, will determine if further competitive solicitation is needed as a result of the responses to this RFI. Any additional competitive solicitation issued by STS may differ significantly in content from this RFI. Participation in this RFI is NOT a prerequisite to participation in any potential future request or other competitive solicitation.

## RESPONSE SUBMITTAL

The response to this RFI should include the following:

- Parcel of interest – please list which parcel(s);
- Company/organization description and contact information of the official representative;
- If two or more firms/organizations are involved in a joint venture or association, the response must clearly delineate the respective areas of authority and responsibility of each party;
- Description of proposed business (e.g., flight school) and related experience and qualifications;
- Name and brief description of the key personnel that will manage operations at STS;
- Requested lease term (in years);
- Rationale for respondent’s interest in the premises;
- Plan for meeting STS requirements to lease the premises;
- Proposed improvements to be constructed and/or remodeled;
- Sketch plan of the proposed layout;
- Development timeline with estimated length to completion;
- Estimate of costs for project; and
- Any additional information respondent deems important to the STS’s process.

### Form

Respondents must submit one (1) electronic copy to the County of Sonoma’s Supplier Portal. The link to the Supplier Portal is <https://esupplier.sonomacounty.ca.gov>. Hard copy, e-Faxed, and/or emailed submissions will not be accepted.

Note: Respondents must be registered in the [County of Sonoma Supplier Portal](#) to submit electronic responses. See registration instructions on the Supplier Portal link above.

### Due Date

Responses must be received no later than 3:00 p.m., December 16, 2024. The response due date is subject to change. If the response due date is changed, all known recipients of the original RFI will be notified of the new date.

## General Instructions

To receive consideration, responses shall be made in accordance with the following general instructions:

- a) The completed response shall be without alterations or erasures.
- b) No oral or telephonic responses will be considered.
- c) The submission of a response shall be an indication that the respondent has investigated and been satisfied as to the conditions to be encountered, the character, quality, and scope of the proposal, and the requirements of the County, including all terms and conditions contained within this RFI.
- d) Respondent must disclose any debarment or other disqualification as a supplier or vendor for any federal, state, or local entities. Respondent must describe the nature of the debarment/disqualification, including where and how to find such detailed information.
- e) In the event that a respondent desires to claim portions of its response exempt from required public disclosure, it is incumbent upon the respondent to clearly identify those portions with the word "Confidential" printed on the top right-hand corner of each page for which such privilege is claimed, and to clearly identify the information claimed confidential by highlighting, underlining, or bracketing it, etc. Examples of confidential materials include trade secrets. Each page shall be clearly marked and readily separable from the response in order to facilitate public inspection of the non-confidential portion of the response. The County will consider a respondent's request for exemptions from disclosure; however, the County will make its decision based upon applicable laws. An assertion by a Respondent that the entire response, large portions of the response, or a significant element of the response, are exempt from disclosure will not be honored and the response may be rejected as non-responsive.
- f) The County will endeavor to restrict distribution of material designated as confidential to only those individuals involved in the review and analysis of the responses. Respondents are cautioned that materials designated as confidential may nevertheless be subject to disclosure. Respondents are advised that the County does not wish to receive confidential or proprietary information and those respondents are not to supply such information except when it is absolutely necessary. If any information or materials in any response submitted are labeled confidential or proprietary, the response shall include the following clause:
  - g) [Legal name of Respondent] shall indemnify, defend and hold harmless the County of Sonoma, its officers, agents and employees from and against any request, action or proceeding of any nature and any damages or liability of any nature, specifically including attorneys' fees awarded under the California Public Records Act (Government Code §6250 et seq.) Arising out of, concerning or in any way involving any materials or information in this response that [legal name of Respondent] has labeled as confidential, proprietary or otherwise not subject to disclosure as a public record.

## **NON-LIABILITY OF COUNTY**

The County shall not be liable for any precontractual expenses incurred by the respondent or selected contractor or contractors. The County shall be held harmless and free from any and all liability, claims, or expenses whatsoever incurred by, or on behalf of, any person or organization responding to this RFI.

## **FEDERAL PROVISIONS**

### **TITLE VI SOLICITATION NOTICE**

The Charles M. Schulz – Sonoma County Airport, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 USC §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders or offerors that it will affirmatively ensure that for any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and no businesses will be discriminated against on the grounds of race, color, national origin (including limited English proficiency), creed, sex (including sexual orientation and gender identity), age, or disability in consideration for an award.

### **CERTIFICATION OF OFFEROR/BIDDER REGARDING DEBARMENT**

By submitting a proposal under this solicitation, the offeror certifies that neither it nor its principals are presently debarred or suspended by any Federal department or agency from participation in this transaction.

### **FEDERAL FAIR LABOR STANDARDS ACT (FEDERAL MINIMUM WAGE)**

All contracts and subcontracts that result from this solicitation incorporate by reference the provisions of 29 CFR part 201, et seq, the Federal Fair Labor Standards Act (FLSA), with the same force and effect as if given in full text. The FLSA sets minimum wage, overtime pay, recordkeeping, and child labor standards for full and part-time workers.

The Contractor has full responsibility to monitor compliance to the referenced statute or regulation. The Contractor must address any claims or disputes that arise from this requirement directly with the U.S. Department of Labor – Wage and Hour Division.



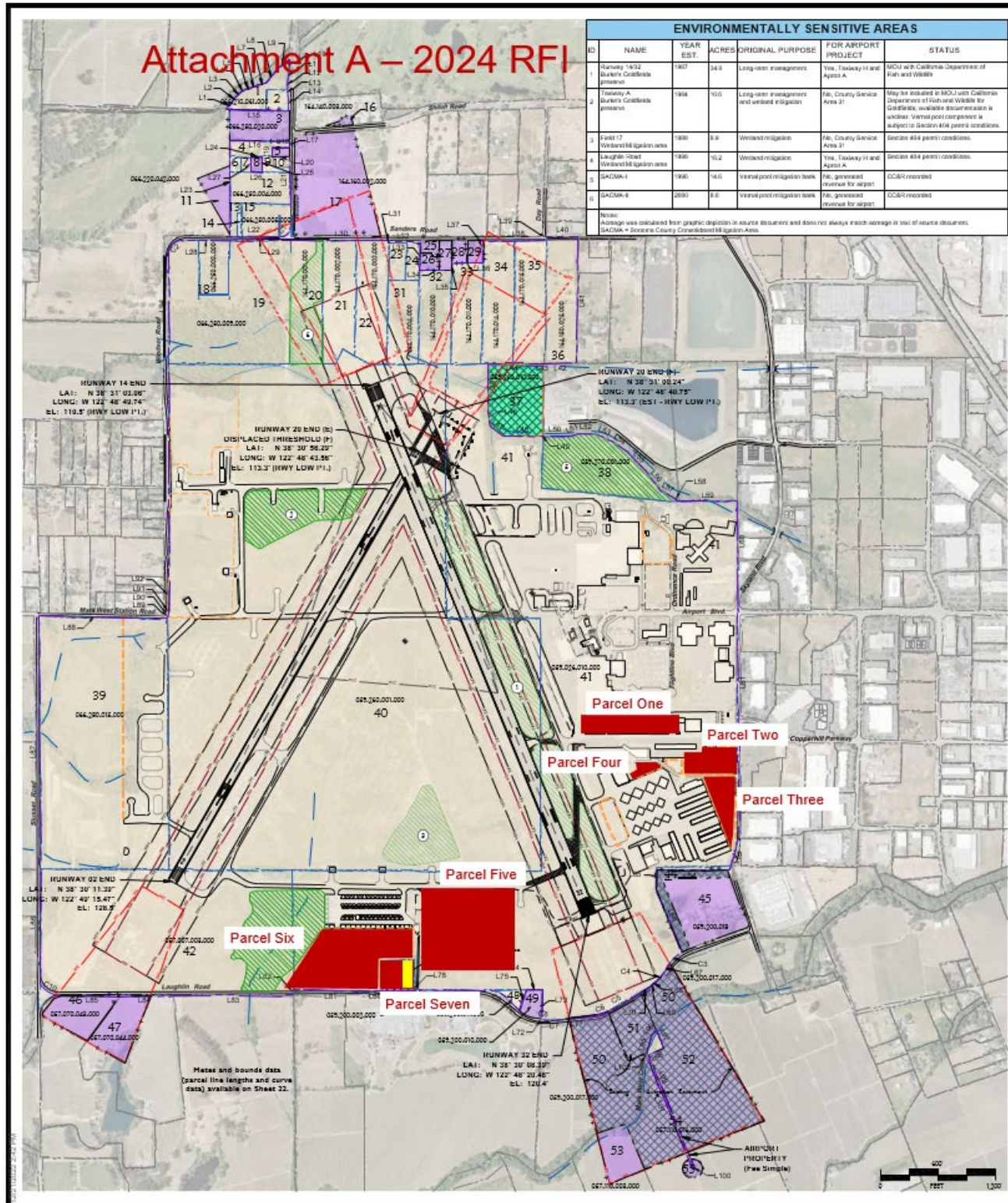
## PROCESS

The following information establishes STS's process in evaluating the responses to this RFI:

1. All responses received by the specified deadline will be reviewed by STS and, at its sole and absolute discretion, will determine whether to schedule individual meetings with the respondents, schedule a general meeting with all the respondents, or schedule no meetings.
2. STS may seek additional information or clarification from one or more respondents;
3. STS will use the information gathered to determine the level of interest, type(s) of aviation concentration and viability of the development of the site(s).
4. All responses will be evaluated by a committee established by STS through interviews and/or a project presentation. The committee will then deliver its recommendations to the Airport Manager.
5. The Airport Manager will then decide the preferred scenario from the aforementioned possible respondents and next steps.



# ATTACHMENT A – 2024 RFI





The following details are specific to Parcel Five (5) only.



LSA ASSOCIATES, INC.  
157 PARK PLACE  
PT. RICHMOND, CALIFORNIA 94801

510.236.6810 TEL  
510.236.3480 FAX

BERKELEY  
CARLSBAD

FRESNO  
IRVINE  
PALM SPRINGS

RIVERSIDE  
ROCKLIN  
SAN LUIS OBISPO

MEMORANDUM

DATE: July 27, 2015  
TO: Jon Stout  
FROM: George Molnar  
SUBJECT: Proposed STS Hanger Expansion - South Apron

LSA has assessed existing wetland habitats within the proposed South Apron hanger expansion area. We reviewed wetland delineation maps and visited the area on February 4, 2015. We also had botanist Steve Tally conduct a survey for Burke’s goldfields within the area on April 30, 2015. No evidence of goldfields occurrence was observed. Nevertheless, as we learned from the Runway Safety Area Improvement Project, the U.S. Fish and Wildlife Service is going to consider as “occupied” any wetlands that are even marginally suitable habitat for goldfields, requiring a 3:1 mitigation ratio. Therefore, our field investigations included identifying any wetlands for which habitat conditions may not be suitable for goldfields.

Based on the results of this work, there are three categories of seasonal wetlands within the possible hanger expansion area, as follows:

**1. Wetlands with the potential to support Burke’s goldfields.** These constitute the majority of the wetlands (Figure 1). The northern hanger expansion area (hangers 1 - 5) would impact approximately 0.13 acre of these wetlands, incurring Goldfields mitigation costs (at 3:1 ratio and \$1.1 million/acre) of approximately \$429,000 and an additional mitigation cost of approximately \$25,000 for wetland and California tiger salamander impacts.

Within the southern hanger expansion area (hangers 6 – 11), all the wetlands fall into this category. A total of approximately 0.41 acre would be impacted, incurring Goldfields mitigation costs of approximately \$1,353,000 and an additional wetland mitigation cost of approximately \$75,000 for wetland and California tiger salamander impacts.

**2. Wetlands that are not suitable Burke’s goldfields habitat.** These wetlands clearly have conditions that would not allow Burke’s goldfields to occur. They cannot be considered as “occupied” or even “suitable habitat” for this species. They occupy approximately 0.02 acre of the northern hanger expansion area (shown in blue on Figure 1). The only mitigation costs would be approximately \$4,000 for wetland and California tiger salamander impacts.

**3. Wetlands that may not be suitable Burke’s goldfields habitat.** These wetlands have poor conditions for supporting goldfields (shown in red on the Figure 1). We feel that we can make a strong case to the USFWS that these wetlands should not be considered “occupied” or even “suitable habitat for this species. However, as you know, the USFWS can be quite obstinate on this question, even when faced with compelling evidence of habitat unsuitability. Consequently, there are no “guarantees” that the USFWs would agree with us.

The northern hanger expansion area would impact approximately 0.09 acre of these wetlands. If the USFWS were to agree with our assessment of non-suitability for goldfields, then mitigation costs would be limited to approximately \$17,000 for wetland and California tiger salamander impacts. If the USFWS did not agree with our assessment, then mitigation costs would be approximately \$297,000 and an additional mitigation cost of approximately \$17,000 for wetland and California tiger salamander impacts.

As we previously discussed, there are alternatives for the northern hanger expansion area that could appreciably reduce mitigation costs. One alternative would be to shift hanger No.1 to the eastern end of the complex (next to hanger No. 5), thereby avoiding 0.12 acres of wetlands and reducing mitigation costs to a total of approximately \$330,000 for goldfields and approximately \$21,000 for wetland and California tiger salamander impacts (see Figure 2).

Another much less expensive alternative would be to avoid almost all goldfields/wetland impacts by shifting the hanger expansion area to the southwest (in the area that borders the existing homesite) which is almost entirely uplands. Figure 2 shows one possible layout for doing this. Mitigation costs under this alternative would be limited to approximately \$66,000 for goldfields and approximately \$5,000 for wetland and California tiger salamander impacts (see Figure 2).

Please let me know if you have any questions or need any additional help with South Apron hanger expansion project.



C:\Users\jz0101\appdata\local\temp\AutoCAD\171151715-South Hangar Option 1.dwg Jan 28, 2015 11:35am

Prepared By: **Mead&Hunt** www.meadhunt.com

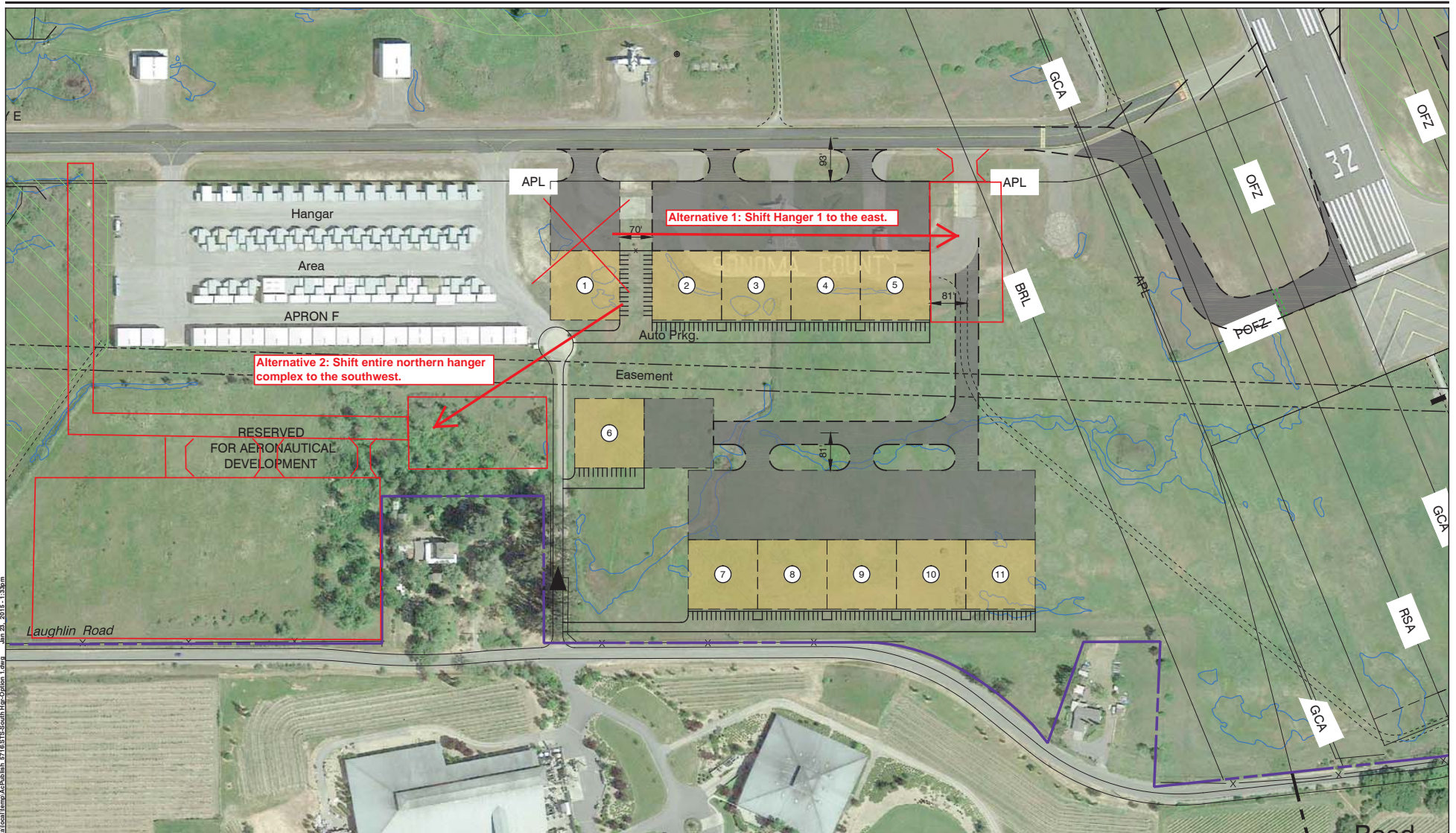
**INFORMATION ONLY**



**South Hangar Area: Option 1**  
Sonoma County Airport

- Wetlands that are not suitable Burke's goldfields habitat
- Wetlands that may not be suitable Burke's goldfields habitat

**Figure 1**



C:\Users\jz02mead\appdata\local\temp\AutoPkg\h... 171151315 South Hangar Option 1.dwg Jan 28, 2015 1:13:30pm

Prepared By: **Mead&Hunt** www.meadhunt.com

**INFORMATION ONLY**



**South Hangar Area: Option 1**  
Sonoma County Airport  
Figure 2